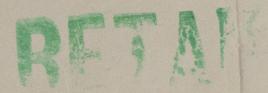


FURNESS. S.B. C.

SHIP N. 34G.

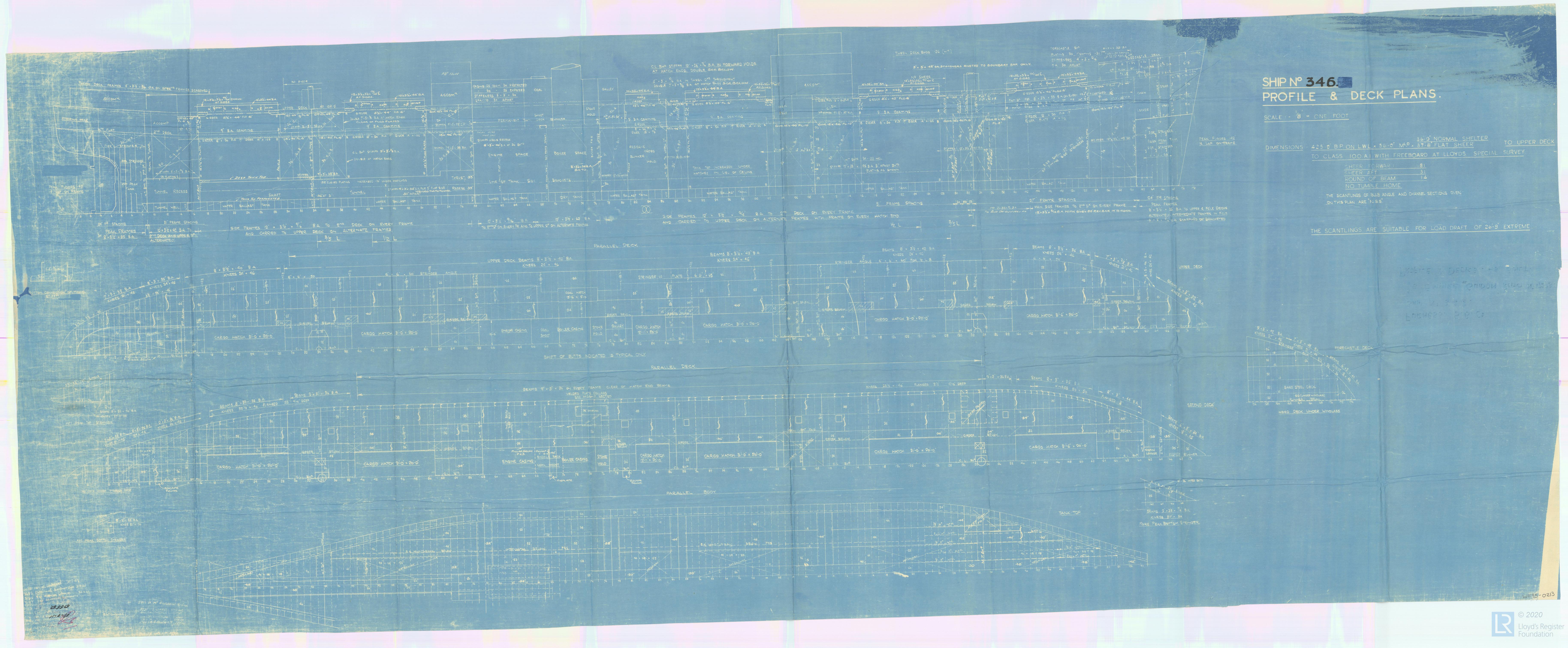
5/S EMPIRE GUIDON REPORT N. 17278.

PROFILE & DECKS. AS BUILT.







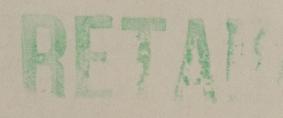


FURNESS. S.B. Co. Ship Nº 346.

5/s. EMPIRE GUIDON. REPORT Nº 17278.

MIDSHIP SECTION. AS BUILT.







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MIDSHIP SECTION. SCALE: = 1 FOOT. STRINGER PLATE 35" . 36' BUTTS IR. STRINGER PLATE 65 8 x · 65" FOR \$ 1 & AZ" AT ENDS. BUTTS LAPPED & 4R TO 3R UPPER DECK PLATING INSIDE OPENINGS · 40' FOR TRINGER ANGLE 32" x 32" x .36" 1 L & To . 36' AT ENDS. BUTTS LAPPED & IR. TO CLASS 100 A.1 WITH FREEBOARD AT LLOYD'S SPECIAL SURVEY. ECK PLATING '32" UNSHEATHED. 2R (NOT EXCEEDING . 42") ·60 ABREAST 20-0' OPENINGS · 36" AT ENDS. HATCH END COAMINGS 36 AT CENTRE, 30 AT SIDE. STRINGER ANGLE 6"x6x.60" FOR 26 \$ BUTTS LAPPED IR BUTTS LAPPED & 3R, 2R, TO IR AT ENDS. SIDE PLATING . 40' SEAMS & BUTTS IR. 元 34 · 3 × · 42' AT ENDS DIMENSIONS: 425-0" B.P. ON L.W.L x 56-0" M= 56-3" Ext. X 28-8" FLAT SHEER MLD. TO 2" DECK.X BEAMS ON EVERY FRAME AS PER 14" CAMBER. "C IN & OUT 773/4" D IN & OUT 773 PROFILE & DECK PLAN. 36-9" NORMAL SHEER 37-8' FLAT SHEER MLD. TO UPPER DECK. 32×3'×-36' 32' TO BULKHEAD - 78" AIR & STAGING HOLES BEAM KNEES. 24" x · 46" 5- 1/8" RIV UPPER DECK BEAMS ON EVERY FRAME 772" x · 73 " FOR \$ L & : 26 CENTRE DIVISION 8"x 3½" x · 42" 8.A. To .46" AT ENDS. BUTTS LAPPED & 4R FOR REINFORCED HATCH END BEAMS & BEAMS AT ENDS SEE PROFILE & DECK PLAN STIFF 5" x 3" x . 32" 6 FOR \$ L & TO 3R AT ENDS. FITTED ON ALTERNATE BEAMS LLOYDS NUMERALS TO NORMAL SHEER. SECOND DECK PLATING .36" FOR \$ L & ABREAST OPENINGS FIRST LONGITUDINAL NUMBER LX D = 425-0 × 35.75' = 15193 · 75 .34' INSIDE LINE OF OPENINGS .30' AT ENDS. BUTTS LAPPED & 2R TO IR AT ENDS. = 11 · 27 STRINGER PLATE 823/4 × 38 For 21 0 D MOULDED DEPTH - 27.75' + 8-0' d = 36.75 - (9:0"+3-74) - CREDIT FOR DEEPER KNEES & FRAME BRACKET = 23 . 3. .35 AT ENDS. BUTTS LAPPED & 2R. · 36 FITTED CHOCK RATE BETWE FRS. WELDED TO SHELL & DECK-83/4' x · 65' Fox \$ 6 \$ EQUIPMENT NUMBER. To . 46' AT ENDS X BEAMS LUGGED TO BHD. 32 × 3° × .40 (32" TO BULKHE BUTTS LAPPED & 3R 4-34" RIVETS CLEAR OF STIFF MIDSHIP ACCOMMODATION & CASING = 72.25 x 8-0"x = 289.00 SALOON ACCOMMODATION = 30.0" x 8-0" x 2 = 120.00 BEAM KNEES.
332" x·40' FLANGED 2 SECOND DECK BEAMS ON EVERY FRAME 9' x 3" x · 36" B.A. FOR REINFORCED HATCH END BEAMS, EQUIPMENT NUMBER = 40052.75 8-1/8' RIV. EACH AR. AND BEAMS AT ENDS SEE PROFILE & DECK RAN 2 BOWER ANCHORS 68 CNTS. EACH STOCKLESS IN WAY OF DEEP FRAMING FOR! 1 STREAM ANCHOR 19 CWTS. EX-STOCK 225 FATHOMS 29/16" STUD CHAIN CABLE 600 CNTS. H 00T 5" FLEXIBLE STEEL WIRE 6 x 12 SIDE FRAMING FRAME SPACING 31" APART, 27" FORWARD 35 LEN. FORWARD, 24" IN FORE & AFT PEAK. 120 FATHOMS 434" SPECIAL FLEXIBLE STEEL WIRE 6 x 24 30" CENTRE DIVISI 834 x . 65' FOR 26 \$ MAIN SIDE FRAMES IN MIDSHIP PORTION 12" x 3½" x 916" B.A. ON EVERY FRAME TO SECOND DECK, 2 HAWSERS 90 FATHOMS 24 FLEXIBLE STEEL WIRE 6×12 To . 45" AT ENDS 2 WARPS 90 FATHOMS 22" FLEXIBLE STEEL WIRE 6 × 12" AND CARRIED TO UPPER DECK ON ALTERNATE FRAMES. SEE PROFILE & DECK PLA BUTTS LAPPED & 3R. MAIN SIDE FRAMES AFT CLEAR OF MIDSHIP PORTION & TUNNEL RECESS 12" x 3/2" x 9/6" B.A. EVERY FRAME TO SECOND DECK, AND CARRIED TO UPPER DECK ON ALTERNATE FRAME. MAIN SIDE FRAMES FOR CLEAR OF MIDSHIP PORTION & DEEP FRAMING 12" x 32" x 916" B.A. EVER FRAME TO SECOND DECK, AND CARRIED TO UPPER DECK ON ALTERNATE FRAME (SEE PROFILE) RIVETING NOTE: PINETS IN FRAMES TO FLOORS AND CROSS TIE PLATES IN AFT PEAK SPACED 5 DIAS APART CR TO CR.

INETS IN FRAMES TO SHELL AT FLAT OF DOUBLE BOTTOM FOR TO HALF LENGTH FOR TO SPACED 52 DIAS (TWO COMPLETE ROMS) MAIN SIDE FRAMES IN WAY OF DEEP FRAMING FOR NO 10% ABAFT RULE POSITION OF COLLISION BULKHEAD 12' x 32' x 316 B.A WITH 6" x 6' x .50" REVERSE BAR VETS IN FRAMES TO FLOORS AT FLAT OF DOUBLE BOTTOM FOR MO HALF LENGTH FOR MO SPACED 64 DIAS (TWO COMPLETE ROWS).

VETS IN SIDE FRAMES TO SHELL SPACED 62 DIAS APART, 52 DIAS APART IN WAY OF FORE & AFT PEAK TANKS AND DEEP FRAMING FOR MO (14' GIRDER) ON EVERY FRAME TO SECOND DECK. FOR TWEEN DECK FRAMES SEE PROFILE & DECK PLAN. MAIN SIDE FRAMES IN WAY OF TUNNEL RECESS 10"x 35" x · 48"B.A. ON EVERY FRAME TO SECOND DECK. TS IN BOTTOM FRAMES TO SHELL AFT HALF LENGTH FOR UP SPACED TO DIAS APART CR TO CR FOR TWEEN DECK FRAMES SEE PROFILE & DECK RAN. GIN IS IN 3R BUTTS OF OUTSIDE PLATING AND OF DECK STRINGER PLATES SPACED 32 DIAS APART CR TO CR FRAMES IN BOILER ROOM & PERMANENT BUNKERS (HOREAST BOILER ROOM) 834" x - 60" FOR \$1 \$ ETS IN SEAMS OF SHELL PLATING, DECK PLATING AND INNER BOTTOM PLATING AS PER TABLE 40 STIFFRS ON ALTERNATE BEAMS. ADDITIONALLY INCREASED . 06" To .45" AT ENDS. FRAMES IN FORE & AFT PEAK TANKS 8" x 32" x . 35" 8. A. TO UPPER & FORECASTLE DECKS VETS IN BUTTS OF DECK RATING, INNER BOTTOM & MARGIN RATING SPACED 4 DIAS APART OR TO CR BUTTS LAPPED & 3R. VETS IN SEAMS & BUTTS OF BULKHEAD & TUNNEL PLATING, MARGIN ANGLES AND WEATHER DECK STRINGER ANGLES ALTERNATELY, INTERMEDIATE FRAMES IN FORECASTLE 5" 3" x 31" O.A. SCARPHED OR BRACKETED AND BULKHEAD FRAME TO BULKHEAD SPACED 42 DIAS APART CR TO CR.

RIVETS IN FLAT KEEL ANGLES, VERTICAL ANGLES CONNECTING FLOORS TO CENTRE GIRDER, AND SHELL FLANGE OF WATERTIGHT MAIN FRAMES EXTENDED TO UPPER DECK IN WAY OF HATCH END BEAMS BULKHEAD FRAME SPACED 5 DIAS APART CR TO CR LETS IN FRAMES TO FLOORS AFT HALF LENGTH FOR " REVERSE FRAMES TO FLOORS AND INNER BOTTOM PLATING 54" D.R SEAM RTICAL ANGLES TO FLOORS AND SIDE GIRDERS, IN BULKHEAD STIFFENERS (EXCEPT BEAK BULKHEADS) AND IN DECK RATING BEAMS ON EVERY FRAME SPACED 7 DIAS APART CR TO CR SIDE GIRDERS WHERE PLATE FITTED VETS IN CENTRE GIRDER TOP ANGLES SPACED T DAS APART OR TO CR NON WATERTIGHT FLOOR RATES . 42" THROUGHOUT IN HOLDS & ENGINE SPACE INNER BOTTOM PLATING . 44" FOR & LEN & TO . 40" AT ENDS F OUT. IVETS IN " " WATERTIGHT. PLATE . 38 IN HOLDS, . 42" IN ES. 8.52" IN 85. .52" IN BOILER SPACE, WATERTIGHT FLOORS .42"+.08" - .50" WITH .52" IN E.S. .58" IN B.S. BUTTS LAPPED & 2R 83/4" x · 60" FOR \$ L \$ VERTICAL ANGLES 32x32x .40', .50" IN 8.5. STIFF & 6"x3"x . 35" O.A. SPACED 30" APART FOR OVERFLOW 34-3" ABOVE TANK TOP SEAMS LAPPED & J. R. To .45" AT ENDS Top Angles 3' x 3' x .44' .54' M 85. REVERSE FRAME 32" x 32" x · 44 SINGLE. · 54 IN 8.5. DOUBLE 32" x 32" x · 44 IN E.S. BUTTS LAPPED & 3R. BOTTOM ANGLES 32" x 3" x .44" THE SCANTLINGS OF ANGLE & BULB ANGLE SECTIONS UNDER THRUST SEAT. 6"x 6" x . 54 UNDER BOILER STOOLS. TANK TOP CENTRE STRAKE 7134 x . 50" FOR \$ LEN \$ GIVEN ON THIS PLAN ARE N.B.S. BOTTOM FRAME 32×32'× · 44 SINGLE, 5"× 5"× · 44 SINGLE FORWARD GUSSET PLATE IN WAY OF CENTRE GIRDER. To .43' AT ENDS. . 52" IN ENGINE SPACE, . 58" IN BOILER SPACE HALF LENGTH TO COLLISION BULKHEAD. PANTING 17" WITH 10-78" RIVS 43/4" x .54" FOR 12 LEN \$.46" AT ENDS. ·62" IN BOILER SPACE, BUTTS LAPPED & 3R BUTTS LAPPED & 3R TO 2R AT ENDS WING BRACKET .44" . 54" BS VERTICAL ANGLES 32 x 32 x 44" SINGLE 54" IN 8.5 CENTRE GIRDER TOP ANGLES 32" x . 48' FOR DRAIN HOLES ARRANGED AT SHIP 5"x 5"x .44" SINGLE UNDER ENGINE SPACE & THRUS ++| |++| |++| |++| |++| |++| |++| \$ LEN \$.44 AT ENDS .58" IN 85 32"×32"ו44", •54" B.5. SEATING, 5" × 5" × .54" UNDER BOILER BEARERS. GUSSET . 42', . 52"85 " To BULB ANGLE GIRDER SEE DETAIL 6×40 FLAT -32" × 3" × ·40 DETAIL OF GUSSET PLATE. WELDED TO T.T. 6"x3"x 42" B.A. CONTINUOUS 3'DIA AIR HOLES 772 × · 64" FOR \$ L \$ 6" ×3" × · 42" BA 76 .50" AT ENDS. 24' × 16' 24"×16" 24"×16" INSIDE STRAPS 4R. MARGIN PLATE 36" x . 54. . 60" IN 85 BUTTS LAPPED & 3 R THROUGHOUT. KEEL ANGLES 4" x 4x · 54 FOR \$1 0 BILGE KEEL 12" BULB PLATE MARGIN ANGLE 35" × 35" × · 54" TO SHELL B OUT

772" x · 63" FOR 2 L &

TO · 50" AT ENDS.

BUTTS LAPPED & 4R TO 3R. 772"x · 63" FOR \$ L \$ 50 · 50" AT ENDS <u>D</u> out 70½"x ·65" FOR ½L ♥ FOR ABOUT 110'0' AMIDSHIPS LUGS TO FRAME BRACKETS & 10.20 AT END KEEL OUT. 772 x . 63" FOR 2L & FLOOR ENDS 6'x 6'x · 44 SINGLE WITH 12-3"Rx 54" × - 80" FOR 35 LX TO - 70" AT ENDS 76 .50 AT ENDS 4R OVERLAPS BUTTS LAPPED 4R TO 3R INSIDE STRAPS 4R ITTS LAPPEDE 4R TO 3R LAPS 4R TO 3R. KNESS OF BOTTOM SHELL PLATING FROM FORWARD HALF LENGTH FORWARD 129368

To RULE POSITION OF COLLISION BULKHEAD . 63"+10% = .70"

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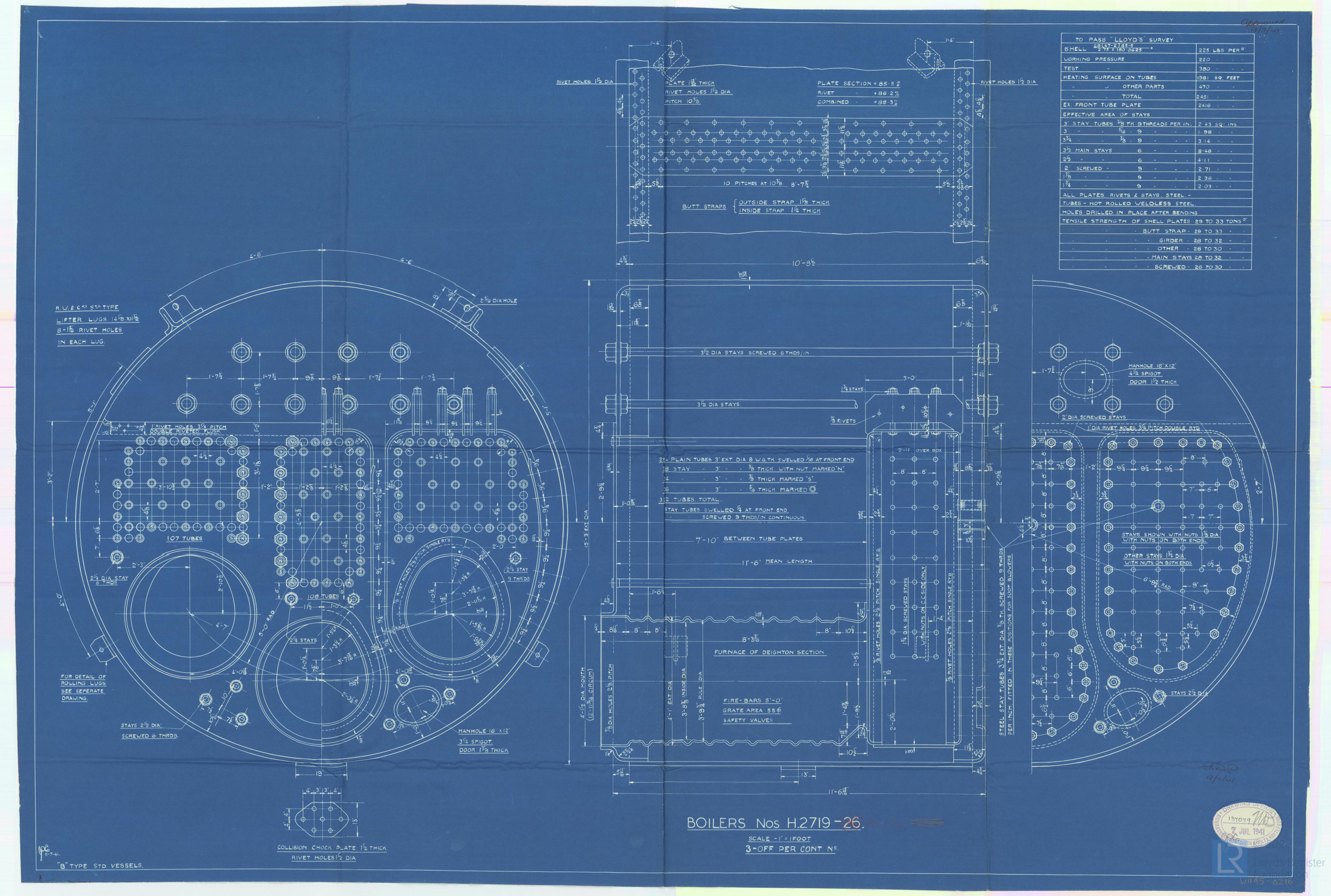
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W. Hal Rat No. 18302.

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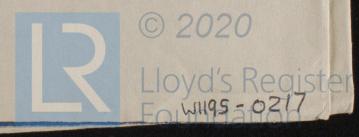
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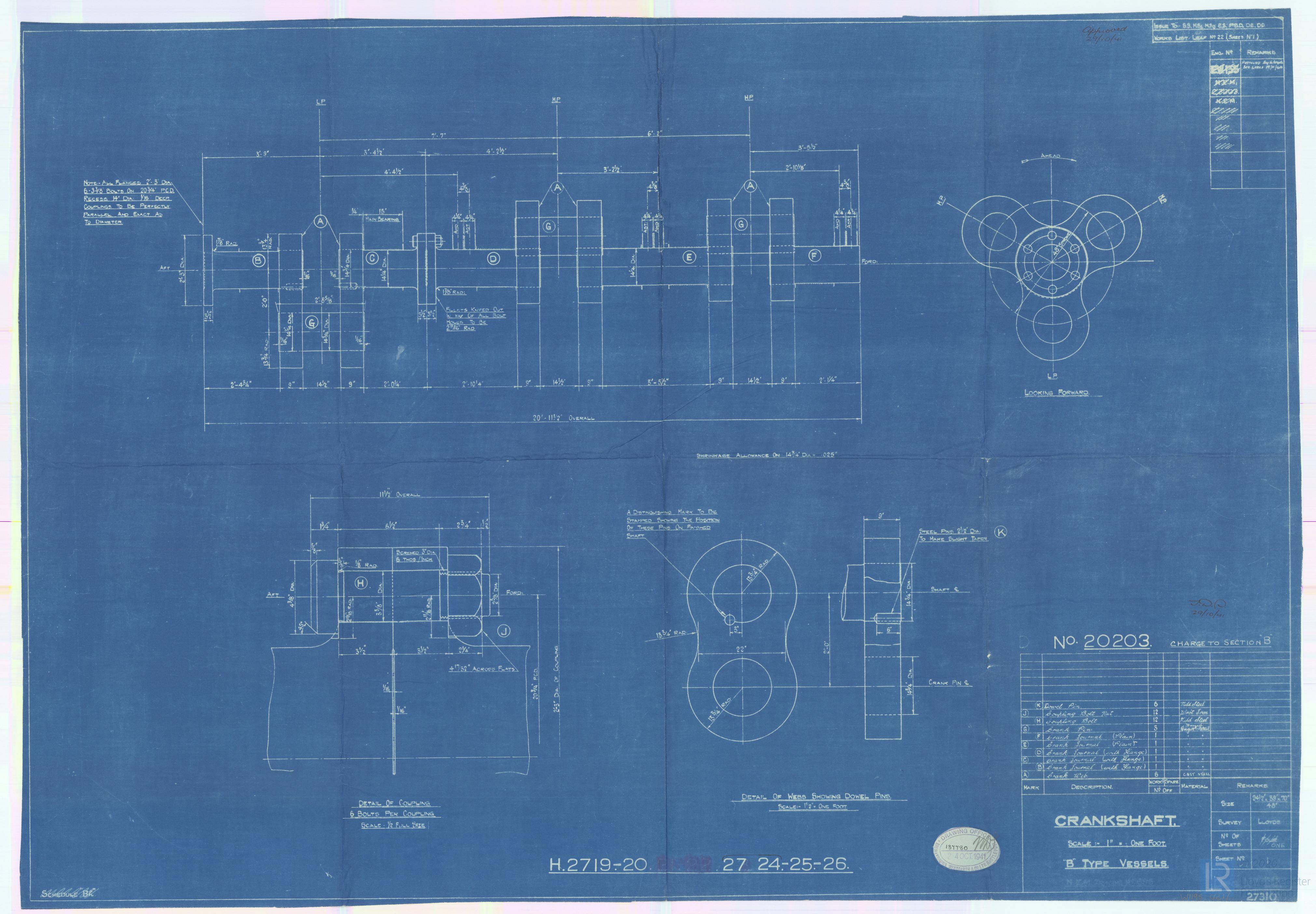
Crankshaft.

W. HPL RPT No. 18302







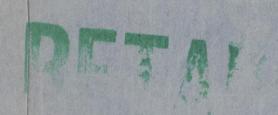


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Engine Nos. 2719/20/4/5/6.

Shafting & Stintule.

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